Docklands
‘To promote the growth of the Port and further regeneration of Docklands’
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INTRODUCTION

15.1 Growth of the Port and Docklands is vital for the future development of the City. Developing transport and trade through the docks raises strategic issues in and beyond the region. Much has already been achieved in revitalising certain parts of the Docklands area, including new employment, community and shopping opportunities, new housing and improved riverside access and amenity areas. Further improvement and development is to be encouraged.

15.2 For ease of reference, the Docklands area has been subdivided into six Key Areas as shown in figure 15.1. Opportunities, appropriate land uses and other guidance are set out for each area. Policies in this chapter provide guidance for appropriate development and improvement.

OBJECTIVES

15.3 The objectives encouraging further regeneration of Key Dockland Areas are:

- supporting the continued growth and development of the Port;
- improving the environment and image of the area, especially along the major routes through the City;
- seeking the development of key sites; and
- improving access to and within the area.

TOPICS AND POLICIES

Priory Park

15.4 Priory Park is the area of former railway sidings associated with the docks, bounded by Clive Sullivan Way, Brighton Street, part of the City’s western boundary and Summergroves housing area as shown in figure 15.2. A Development Brief (1990), prepared for the site, highlights its development potential as a strategic employment site. It is allocated on the Proposals Map for business, general industry, storage and distribution uses. Small scale non-employment facilities for the benefit of the area’s employees are also appropriate, including recreation areas, sandwich bars, cafés and banks. In addition, outline planning permission exists for a hotel, petrol filling station, motor showroom, café, restaurant and public house. A high quality development, set in an attractive, landscaped environment, is required as it is adjacent to a principal frontage to one of the City’s main traffic corridors.

15.5 Summergroves, to the north of Priory Park, is allocated for housing and ancillary purposes. For amenity reasons, development at Priory Park next to the boundary with Summergroves is restricted to B1 (business) and B8 (storage and distribution) uses. The impact of any employment proposal in terms of noise, fumes and processes involved should be demonstrated to be acceptable if adjacent to housing.

15.6 A simple orderly layout is required. Consistency of materials and detailing should lead to overall order and quality. An attractive and well-designed layout should encourage high-technology industry and associated office uses.

15.7 Vehicle access from Priory Way has been constructed to form the first stage of the estate distributor road. It will be possible for up to 19 ha of the site to be developed and serviced from this access. A secondary means of access to the whole site must be completed before any part of the remaining 24.7 ha of the site is developed. This will be achieved by extending Freightliner Road to link with the first stage of the estate distributor road, creating a spine road through the site. Vehicle access linking into Summergroves Way or Wiltshire Road is not acceptable.

15.8 Footpath/cycleway facilities to serve the site and to connect Summergroves and the riverside should be provided. The network should be developed to make best use of the layout and open spaces.

15.9 Priory Park is also a suitable location for a permanent Park and Ride scheme using either rail or bus. A site is protected, close to the road junction...
with Clive Sullivan Way, as shown on the Proposals Map. Its location adjacent to the railway means that Priory Park offers the opportunity for businesses to use rail for freight movements.

15.10 A high standard of landscaping treatment to the whole site is required because of its prominent location. Of particular importance is the appearance of the site from the main traffic corridor along the southern boundary and measures to help prevent any adverse effects on the Hessle Road and Summergroves housing area to the north.

15.11 Urban Greenspaces designated on the Proposals Map should be retained. Other planted areas providing important screening near to roads and the railway, or are of nature conservation importance, should be retained, if practical, to form part of an overall landscaping scheme.

**D1 Employment development and small scale non-employment facilities ancillary to employment uses at Priory Park will be supported. Appropriate development will take into account the following:**

(i) appropriate uses, especially near the southern boundary of the Summergroves housing area;
(ii) providing a well-designed development incorporating a landscaped setting;
(iii) extending Freightliner Road as a public highway;
(iv) retaining Urban Greenspace;
(v) the need to protect nature conservation interest; and
(vi) providing a Park and Ride facility and a rail halt.

**D2 Housing and ancillary development at Summergroves will be supported. Appropriate development will take into account:**

(i) the need for affordable housing;
(ii) retaining and providing Urban Greenspace;
(iii) providing a primary school; and
(iv) providing footpath and cycle routes.

**Summergroves**

15.12 Summergroves forms the northern part of the former railway sidings and is allocated on the Proposals Map principally for housing purposes, as shown in figure 15.3. A Planning Brief (1979) established the basis for the development of the area and a Development Strategy (1993) provided a framework for completing the project. The area is being developed according to this agreed strategy to provide a mixed tenure scheme including affordable and special needs housing, of approximately 800 dwellings.

15.13 Sites for:
- housing;
- a primary school;
- a children’s home;
- a car park extension to the Police Headquarters;
- a public house;
- areas of public open space; and
- a playing field

are undeveloped at 1995 as shown in figure 15.3.

**Western Docks**

15.14 St. Andrew’s Dock and Albert/William Wright Docks cover some 93 ha and extend over 4 kilometres westwards from the City Centre. All but 6.5 ha of the land is owned by Associated British Ports (ABP). The area is split into two distinct parts, the St. Andrew’s Dock Estate which has been the subject of considerable regeneration and redevelopment for retail and community uses and Albert/William Wright Docks, which is expected to remain in operational use over the plan period.
15.15 Adequate pedestrian and cycle facilities need to be provided to complement the existing network and make use of existing rights-of-way. Public access should not prejudice the security and safety needs of the operational Port area. Proposals are already being investigated for improving several footpaths along the Humber.

15.16 Over the Plan period, the areas adjacent to the Humber Estuary will need to be improved to defend against a predicted rise in sea levels. As part of any development proposal adjacent to the Humber and the Flood Defence Line, the need for improved flood defences will be considered and required as appropriate.

St. Andrew’s Dock and St. Andrew’s Quay

15.17 The overall framework for redevelopment in this area has emerged from guidance set out in the ‘Docklands Strategy’ (1989). Considerable success has been achieved at St. Andrew’s Dock and Quay in bringing land back into beneficial use. However, the area’s development potential is not being fully realised because of difficulties of access to the site. Consideration should be given to:

- improving the existing service road by upgrading to an acceptable standard;
- providing pedestrian routes and cycle facilities to complement the existing network and make use of existing rights-of-way; and
- encouraging public transport schemes, including investigating the feasibility of ‘Park and Ride’ facilities.

15.18 There are a number of undeveloped areas which are shown in figure 15.4, and are as follows:

- the unfilled portion of St. Andrew’s Dock (shown as area (a) in figure 15.4 and on the Proposals Map) for community, tourism, employment and small-scale shopping and food and drink uses ancillary to these. Most of this area is a Conservation Area and enhancement in the vicinity of the lockpit requires careful consideration;
- redevelopment should also include a substantial element of open space reflecting its historic past and significance;
- there is a need to improve access to the area by public transport. Further development may increase the potential for a regular bus service;
- further shopping on St. Andrew’s Quay (80% of floor space for comparison goods) (shown as area (b) in Figure 15.4 and on the Proposals Map); and
- 14.6 ha west of St. Andrew’s Quay (shown as area (c) in Figure 15.4 and on the Proposals Map) for employment uses. The land is unserviced but its prominence and waterfront location present the opportunity for well designed employment use development. The site has access difficulties. These could be overcome, for example, by amending or upgrading the existing private service road to cater for the separate access needs of this area and the existing retail uses located immediately to the east. Other access solutions will be considered.

D3 (a) Community, tourism, and employment development and small scale shopping and food and drink uses ancillary to these at St. Andrew’s Dock (shown as area (a) on the Proposals Map) will be supported.

(b) Employment development west of St. Andrew’s Quay (shown as area (c) on the Proposals Map) will be supported.

(c) Appropriate development will take into account the following:

(i) the nearby port related uses;
(ii) the St. Andrew’s Dock Tourism Action Area;
(iii) improving access to the Humber Estuary without compromising port security; continued...
Figure 15.4: St. Andrew’s Dock/St Andrew’s Quay Area

- Key Area boundary
  a) St. Andrew’s Dock
  b) St. Andrew’s Quay (Committed for 80% comparision goods)
  c) St. Andrew’s Quay West

Legend:
- Existing warehouse club
- Proposed employment use
- Existing community use
- Proposed mixed employment/community use
- St. Andrew’s Dock Tourism Action Area
- St. Andrew’s Dock Conservation Area
- Existing footpath
- Urban Greenspace
- Existing retail warehouse park
- Committed retail
- Flood Defence Line
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Albert/William Wright Docks
15.19 Both the Albert and William Wright Docks, as shown in figure 15.5, remain in operational port use. Fish landing facilities and related uses are concentrated on the south side of Albert Dock, although this function may relocate to the north side. The remaining quayside and associated warehouses are in various uses, principally ship repairing and refitting. The area’s current role will continue and be encouraged, but opportunities should be pursued for improving premises and sites for existing businesses and stimulating further enterprise.

D4 Port-related development at Albert/William Wright Docks will be supported. Appropriate development will take into account the following:
(i) improving access to the Humber Estuary without compromising port security; and
(ii) the need for flood defences.

Victoria Dock
15.20 Victoria Dock includes associated land south of Garrison Road/Hedon Road, between the River Hull in the west and Earles Road in the east, as shown in figure 15.6. The City Council acquired most of the area from Associated British Ports in 1987 and formed the Victoria Dock Company Ltd with Bellway Plc. The company was set up to act as an enabling agency to redevelop the derelict area primarily for housing purposes. The proposals drawn up by the company include a community of approximately 1,200 dwellings complete with its own primary school, park and ancillary uses. The former basin area is retained to create a dockland setting. The development also includes:
• a public riverside promenade and cycle track;
• flood defences;
• a combined cycle/footbridge to cross Garrison Road;
• a display of the excavated archaeological remains of the Citadel;
• possibly a hotel; and
• extensive landscaping.

Providing and programming the non-housing elements is the subject of a detailed development agreement between the City Council and Bellway Plc.

15.21 Development of the site is guided by approved Development Briefs (Interim Brief 1987 and Revised Brief 1992). Development began in 1989. To date (at 1995) about 500 dwellings are occupied and the promenade and community centre are completed.

15.22 The following features of the Revised Development Brief (1992) are of key significance in providing guidance for completing the Victoria Dock scheme:
• a high quality design, self contained and with an identifiable sense of place and image are key objectives;
• a village centre area for most of the social, communal and commercial facilities (apart from the school and park) and a pontoon walkway;
• a primary school;
• the main park, western play area, the riverside play/public open space area and features of public art;
• adequate pedestrian and cycle links (including a bridge over Garrison Road);